

SIXTH YEAR.

MAYSVILLE, KY., THURSDAY, MARCH 4, 1897.

ONE CENT.

COLUMBUS, MAYSVILLE AND TIDEWATER RAILWAY

Another Letter From Colonel Albert E. Boone to The Editor of The Ledger, Detailing Further Plans.

THE GREAT RAILWAY PROJECTOR CHARTERS NEW LINES.

1897.
THE BLACK DIAMOND SYSTEM OF RAILWAYS
IN INDIANA, OHIO, KENTUCKY, TENNESSEE,
NORTH CAROLINA AND GEORGIA.
MAXIMUM GRADE 6 FEET TO THE MILE, SHOWING IT TO BE THE LOWEST
GRADE EVER REQUIRED FOR A LINE OF RAILWAY BETWEEN
INDIANAPOLIS, IND., CINCINNATI, OHIO, AND
ATLANTA, GA., TO THE SEA AT SAVANNAH, GA.; DISTANCE, 525
MILES.
MAIN LINE, SURVEYED AND PREPARED READY FOR CONSTRUCTION, VIZ:
JELICO NARROWS, TENN., ON THE LINE BETWEEN THE STATES OF
KENTUCKY AND TENNESSEE; KNOXVILLE, TENN.; PAINESVILLE, N. C.,
AND AUGUSTA, GA., TO THE SEA AT SAVANNAH, GA.; DISTANCE, 525
MILES.
NORTHWESTERN OUTLET, BRIDGES TO RUN AS FOLLOWS, AND TO
BE SURVEYED DURING 1897, VIZ: JELICO NARROWS, TENN.; CUMBER-
LAND, TENN.; JACKSON, TENN.; PAINESVILLE, N. C.; WASHINGTON,
IND.; INDIANAPOLIS, IND.; DISTANCE, 300 MILES (ESTIMATED).
NORTHEASTERN OUTLET, BRIDGES TO RUN THROUGH THE HEART
OF THE COAL FIELDS OF EASTERN KENTUCKY, AND TO BE SURVEYED
DURING 1897, VIZ: JELICO NARROWS, TENN.; TO COLUMBUS, O.; DIS-
TANCE, 300 MILES (ESTIMATED).

ZANESVILLE, O., Feb. 25th, 1897.
Editor Public Ledger, Mayville, Ky.—
My Dear Sir: It begins to look like I
must concede the Public Ledger of
Mayville, Ky., to be the official organ of
the Black Diamond System of Railways,
judging from the care and pains you take
with my letters.

Since I wrote you last I have been
busily engaged in perfecting the charters
of two more lines in Ohio. One, however,
takes up an old franchise of the Black
Diamond, viz., the Pittsburgh, Cadiz and
Ohio. Its name will be changed to that
of the Pittsburgh, McConnellsville and
Tide Water, and will be chartered in four
divisions, viz.:

THE OHIO VALLEY DIVISION—Aber-
deen, O., to Athens, O.

THE MUSKUMING VALLEY DIVISION—
Athens, O., to Lore City, O., (on B. and
O. Railroad in Guernsey county, O.)

THE PITTSBURGH DIVISION—Lore City,
O., to Yellow Creek, O., on the Ohio
river in Jefferson county, O. Yellow
Creek, O., is also a station on the Cleve-
land and Pittsburgh Division of the Penn-
sylvania Company.

THE LAKE ERIE DIVISION—Bergholz,
O., to Richmond, O., mouth of Grand
river in Lake county, known as "Fair-
port Harbor," on Lake Erie.

The Lake Erie, Alliance and Southern
phaeas to Bergholz, some sixty miles,
will be utilized in handling the Black
Diamond traffic for that much of the dis-
tance between Aberdeen and Lake Erie.
I am seeking two outlets to Pittsburgh.
In addition to the above I provide that
the Southeastern Ohio Black Diamond
Terminal Railway Company shall also be
chartered in three divisions, viz.:

THE COAL AND IRON DIVISION—Aber-
deen, O., to Athens, O., via Portsmouth
and Jackson, O.

THE PITTSBURGH TERMINAL DIVISION—
Aberdeen, O., to Powhatan, O., via Port-
smouth, Gallipolis, Pomeroy and Marietta,
O.

THE BLACK DIAMOND BRANCH DIVISION—
To encircle the coal fields of Southeastern
Ohio, starting at Portsmouth, O., via
Jackson, Wellston, McArthur, New Ply-
mouth, Carbonade, Athens, Pomeroy,
Gallipolis, thence via the North side of
the Ohio river, via Ironton and Port-
smouth, O.

Two good lines between Marietta, O.,
and Pittsburgh, Pa., present themselves.
One line is via New Martinsville, W. Va.,
Waynesburg, Pa., to Pittsburgh; the other
line is via St. Mary's, W. Va., and Waynes-
burg, Pa., to Pittsburgh.

Wheeling, W. Va., can be easily reached
by a branch line, thus giving to the Black
Diamond an entrance into two great traf-
fic producing cities, viz., Wheeling and
Pittsburgh.

By the above you will observe that it
will call for double track between Aber-
deen via the North bank of the Ohio river
to Portsmouth, O. One will belong to the
Pittsburgh, McConnellsville and Tide-
water Railway Company and the other
track to the Southeastern Ohio Black
Diamond Terminal Railway Company.

It is out of the question to go via May-
ville, Ky., to the main line of the Black
Diamond at Big Creek Gap in Tennessee,
from this fact: Because there now exists
railroads in operation between Mayville,
Ky., and Jackson, Ky. I must, however,
have an eye to traffic for the Black Dia-
mond, and am satisfied with all the data
before me that the line to the seaboard
through Kentucky should pass through
West Liberty, Jackson, Hyden and Pine-
ville, all in Kentucky; thence from Pine-
ville to Big Creek Gap in Campbell
county, Tenn. At this gap the waters of

GENERAL OFFICES, KNOXVILLE, TENNESSEE.

ALBERT E. BOONE, GENERAL MANAGER,
OFFICE—318 SOUTH SEVENTH STREET,
ZANESVILLE, O.

Big Creek cut squarely through the Cum-
berland range of mountains.

The main line of the Black Diamond
will be from Big Creek Gap, Tenn., via
Knoxville, Tenn., Franklin, N. C., and
Augusta, Ga., to Savannah, Ga., a dis-
tance of 483 miles, and this will be con-
structed double track from the start to the
finish.

The Northwest outlet is from Big Creek
Gap, Tenn., Jellico, Tenn., Cumberland
Falls, Ky., Frankfort, Ky., (the capital of
Kentucky), crossing the Ohio river at
Carrollton, Ky., thence via Westport,
Ind., to Indianapolis, Ind., (the capital of
Indiana); length 332 miles.

The Northeast outlet is from Big Creek
Gap, Tenn., Pineville, Hyden, Jackson,
West Liberty to mouth of Tygart's creek,
Ky.; thence via Portsmouth, O., Waverly,
Chillicothe and Circleville to Columbus,
(the capital of the state); length 332
miles.

By connecting Aberdeen and Port-
smouth, O., as I have provided for, will
give to Mayville an outlet for its traffic
to Lake Erie and two routes to Pitts-
burgh, as well as a chance to get to
Wheeling, W. Va., all over one system of
roads.

Then by extending the franchise of the
Southeastern Ohio Black Diamond Ter-
minal Railway Company so as to start
from Aberdeen instead of from Port-
smouth—as was my original intention—we
have another corporation to help build
the Bridge between Aberdeen and May-
ville.

Inclosed find map which shows at a
glance my plans for the future, so far as it
pertains to your section, to be tapped by
the Black Diamond. Very truly, etc.,

Albert E. Boone

MAYSVILLE WEATHER.
What We May Expect For the next
Twenty-four Hours.

THE LEDGER'S
WEATHER SIGNAL.

WIDE STRETCHER—FAIR;
Blue—RAIN OF SNOW;
With Black ABOVE—TWIL WARMER
GROW.

If Black's beneath—COLDEN'T will
be; Unless Black's shown—no change
will be.

THE ABOVE forecasts are made for a
period of thirty-six hours, ending at 8 o'clock
on tomorrow evening.

Fire Insurance—John C. Everett.
Shop for sale in any quantity at Lime-
stone Distillery, beginning Feb. 8th.

Go to Henry W. Ray's for Pure Drugs
and Sundries. Prescriptions a specialty.

The Phantoscope is the wonder of the
age. At Opera-house March 4th, 5th and
6th.

The City Council of Chicago passed an
ordinance requiring cigarette dealers to
pay a license of \$100 per annum.

Farmers and gardeners should inspect
Landreth's Garden Seed at Chesnut's
Druggists before buying others. They
are superior to any on the market.

Mr. James E. Threlkeld, Treasurer of the
Limestone Building Association, is
today assisting President McKinley in
pushing along the Prosperity Bandwagon.
He is paying out in cash over \$6,000 in
dividends to the stockholders of that
institution.

John Finley, sick and out of work, ended
his life in Louisville by shooting himself.

The Phantoscope is a marvelous in fidel-
ity to nature. At Opera-house March 4th,
5th and 6th.

Col. George W. Bain, the Lexington
temperance lecturer, has left for the West
on a lecture tour.

If the person who took Overcoat from
Mr. George Dineen's Restaurant yesterday
day will return same no questions will be
asked.

Many think that Arthur W. Platt,
brought over from England to answer to
a charge of murder at Lexington, will be
acquitted.

At Lexington Letcher Brogie was given
a \$4,000 judgment against A. T. Scott,
a rich Garrard county farmer, who had
had him arrested on the charge of rob-
bery.

Are you needing Table, Dessert or Tea
Knives and Forks? If so, P. J. Murphy,
the jeweler, is showing an elegant line of
"Pearl" handles, "Silver" and "Steel"
handles, "Rogers & Co's 1847 goods. We have low
prices if you need the goods.

At noon yesterday His Honor Judge M.
C. Hutchins married Mr. John R. Boggs
and Miss Sallie Paris of Cottageville.
The ceremony took place in the parlors of
the St. Charles Hotel, and the attendants
were Mr. Joseph Tully of Cottageville and
Miss Mary L. Gillespie of Johnson's Junc-
tion.

Mr. Peter Luxi has sold his restaurant
on Market street to Mr. J. B. Roper.

'Squire J. T. Branel was yesterday
allowed \$8 for legal fees by the Circuit
Court.

Bill to legalize prize-fighting was killed
by the Upper House of the Utah Legis-
lature.

The Mason Circuit Court concluded its
term business yesterday and adjourned
until June.

Secretary Herbert, after leaving the
Navy Department, will practice law in
Washington.

Under suit for foreclosure the Millers-
burg Female College was sold to Dr. W.
M. Miller for \$7,000.

The Stamina League of Cincinnati
passed through yesterday afternoon on
its way to the inauguration.

Mr. J. W. Kennedy has moved from
the country to the place he bought at
Washington recently.

Mr. W. H. Tarlton, who has been quite
unwell for some weeks, is, we are in-
formed, very much improved.

The Blaine Club of Cincinnati reached
Washington several hours late, but as
soon as the boys got there they proceeded
without delay to make up for lost time.

The smokehouse of Mr. George Wood,
Sr., in the county was broken open a
few nights since and some of his meat
taken. The thieves have not yet been
discovered.

GOD BLESS THE HOUSE!

Repudiates Grover Cleveland's
Licksplittie Action!

In obedience to the universal demand
of the American people, Congress had
passed a bill restricting foreign immigra-
tion.

Grover Cleveland—true to his built-
endowed antipathy to everything that is
American—vetoed the bill.

And then last evening the Republican
House of Representatives—with the aid
of several patriotic Democrats—passed
the bill over Cleveland's veto by the em-
phatic vote of 193 to 37.

FUNERAL ARRANGEMENTS.

Interment of the Late Frederick H. Traxel.

Whose Death Occurred Yesterday.

The funeral of the late Frederick H.
Traxel will take place tomorrow after-
noon at 2 o'clock from the First Presby-
terian Church, services conducted by
Rev. John S. Hays, D.D., Pastor of the
Church, assisted by Rev. H. Mehl, Pas-
tor of the German Church of Ripley.

The funeral will be under the auspices
of the Oddfellows, of which Order Mr.
Traxel had long been a faithful member.

DEKALB LODGE, I. O. O. F.

Officers and members of DeKalb Lodge
No. 12, I. O. O. F., are requested to meet
at their Hall on Friday, March 5th, 1897,
at 1 o'clock p. m., to attend the funeral of
Bro. Fred H. Haxel.

Members of sister Lodges are invited.

J. H. Donohoe, Noble Grand.

John W. Thompson, Secretary.

RINGOLD LODGE, I. O. O. F.

All members of Ringold Lodge No. 37,
I. O. O. F., are requested to meet at their
Hall Friday, March 5th, at 1 o'clock p. m.,
to attend the funeral of Bro. Fred H.
Traxel of DeKalb Lodge.

W. T. Berry, Noble Grand.

Albert N. Huff, Secretary.

A. O. U. W.

All members are requested to meet at
their Hall on Sutton street tonight at 7
o'clock to make arrangements to attend
the funeral of Bro. F. H. Traxel.

W. B. Grant, M. W.

R. H. Wallace, Recorder.

More Talk

About Time.

Some people are peculiar in the matter of
buying a Watch. A silver Watch is good
enough for one man so long as it keeps good
time. Another one wants something a little
more showy—a gold one,—but it, too, must
keep good time. Some want a high-priced
Watch, others a cheaper one, but after all
everybody wants a correct timepiece. We
selected our stock with time in view, and can
sell you a high, low or medium-priced Watch
—and any of them will keep time—the
essential point.

We repair Watches so that we can guaran-
tee them to keep time. Charges low.

BALLENGER, Jeweler

South Side Second Street.

Mr. Christian F. Zweigart, who has
been sick some time, does not improve.
He is 72 years of age, and that is against
him.

Mr. William Ricketts died at 8.30 this
morning at the family residence on Sut-
ton street. The funeral arrangements
will be announced tomorrow.

Mr. James N. Kirk purchased the first
tollhouse on the Washington and Clarke's
Run pike at the sale Saturday, and sold
it, we understand, to Mr. R. P. Gault,
whose land it adjoins.

In today's LEDGER appears the an-
nouncement of Mr. George P. Beasley
for the office of Police Judge, to be voted
for in November next. Mr. Beasley is
one of Mayville's best and most indus-
trious mechanics, and if elected will
bring to the discharge of his duties a
good fund of plain common sense.

There was a great scare at the Cox
Building last night over nothing. Some
one went down in the cellar to see if
everything was all right for the night, and
happened to look at the glass water-gauge
on the boiler. He saw no water, and im-
mediately sounded the alarm. Night
Watchman Roe was summoned, and the
two "pulled" the fire from the firebox.
The consequence was that this morn-
ing every person that passed the building
thought the occupants stricken with the
bubonic plague, they were shaking so
from the cold. Hereafter the discoverer
will look closer on his tour of inspection,
as the boiler is always full of water.

TOLLGATE RAIDERS.

Two Gates in Fleming County Destroyed
by a Mob Yesterday Morning.

Tollgate raiders made their first ap-
pearance in Fleming county early yester-
day morning and destroyed two gates on
the Fox Springs Pike, one being within a
mile of Flemingsburg.

The mob was composed of about 30
men, who warned the gatekeepers not to
attempt to collect further toll.

The night was intensely dark and none
of the men could be recognized.

A rope has been stretched across the
road and toll is being collected as usual.

Monday the County Fiscal Court met to
devise speedy means for freeing the roads,
but the raiders were impatient, and took
the law in their own hands.

The county officials will endeavor to
find out who the outlaws are and will ap-
ply the penalty to its full extent.

The waterways got a boost from the
House of Representatives yesterday. The
following Senate amendments were con-
sidered: For continuing the construction
of Dams numbered 2, 3 and 4, be-
tween Davis Island and Dam No. 6, Ohio
river, \$400,000, and authorizing contracts
to complete cost, \$1,900,000 additional;
Completing Locks and Dams numbered 7
and 8, Kentucky river, \$300,000, and con-
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